THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) Does not arise. However, on 31-1-92, due to fog at Delhi airport, Vayudoot flights were delayed and flight No. PF 103 operating on Delhi-Dehradun-Delhi route and flight No. PF 105 operating on Delhi-Chandigarh-Kulu-Chandigarh-Delhi routes were combined. The flight was supposed to go to Dehradun first and then to Chandigarh. Due to non availability of Air Traffic Control facilities at Dehradun, the flight could not land there and was diverted to Chandigarh.

Flight timings of Indian Airlines

4486. SHRI SUBRAMANIAN SWAMY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the latest Indian Airlines flight timings causes great inconvenience to the air travellers from Bombay to Delhi due to cancellation of a flight at noon from Bombay to Delhi and by change to smaller aircraft Airbus 320 at 9.10 A.M. (IC-406) from Bombay;

(b) whether it is also a fact that between 9.10 A.M. to 6.00 P.M. there are no Indian Airlines flights now from either Delhi to Bombay or Bombay to Delhi; and

(c) if so, what steps are being taken to improve the timings and increase more flights on this sector?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir. The bulk of the traffic demand between Bombay and Delhi consists of commercial travellers who generally prefer morning/ evening services.

(b) Yes, Sir,

(c) An afternoon service between Bombay and Delhi is likely to be introduced by Indian Airlines in it's summer schedule 1992.

Suspension of Gorakhpur and Allahabad flight from Delhi

4487. SHRI RAJNI RANJAN SAHU: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the occupancy of flights of Indian Airlines during last three years, especially the flights connecting the State capitals; and

(b) what is the reason for suspending the flights for Gorakhpur and Allahabad from Delhi and Bombay-Pune?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) The requisite information is given in the statement *(see* below).

(b) Due to capacity constraints Indian Airlines has withdrawn its services between Delhi-Gorakhpur, Delhi-Allahabad and Bombay-Pune. Vayudoot flights between Bombay-Pune-Bombay are, however, available on daily basis.

Statement

Details of Occupancy of Indian Airlines' Flights connecting the State Capitals during 1988-89, 1989-90 and 1990-91

Fit. No.	Route	Seat Occupancy Factor (Seat %)		
		1988-89	1989-90	1990-91
101/102	Bombay/Pune	80.7	′79.5	—
103/104	Bombay /Ahmedabad	91.0	91.6	86.8
105/106	Bombay / Bangalore	92.1	87.9	88.4
107/108	Bombay / Bangalore	91.3	80.7	89.1
111/112	Bombay/Indore	—	68.3	—
113/114	Bombay/Ahmedabad	91.5	91.6	89.6
115/116	Bombay/Rajkot	78.5	73.6	87.9
117/118	Bombay / Hyderabad	80.4	76.9	79.0

Fit. No.	Route	Seat Occupancy (Seat Factor %)		
		1988-89	1989-90	1990-91
119/120	Bombay/ Hyderabad	82.1	58.0	89.9
121/122	Bombay/Aurangabad	65.8	—	68.9
123/124	Bombay / Jaipur / Delhi	97.2	—	73.4
125/126	Bombay/ Udaipur	40.2	—	—
127/128	Bombay/ Pune / Hyderabad	65.2	88.6	—
129/130	Bombay/Nagpur	91.7	84.8	89.5
131/132	Bombay/Karachi	69.1	76.7	57.7
133/134	Bombay/Indore	78.2	—	71.3
135/136	Bombay/Bhavnagar	82.7	76.8	81.9
137/138	Bombay/Goa	80.1	—	—
139/140	Bombay/Nagpur/Bhubaneswar	57.9	—	—
141/142	Bombay/Vadodara	77.7	64.9	—
143/144	Bombay /Nasik	74.3	—	—
145/146	Bombay/Pune	86.1	—	—
147/148	Bombay / Jamnagr/ Bhuj / Bombay	77.7	79.9	85.8
149/150	Bombay/ Madras	—	87.3	91.1
151/152	Bombay/Belgaum/Bangalore	80.3	83.5	81.2
153/154	Bombay/Pune	71.1	82.7	—
155/156	Bombay/Pune	67.3	69.9	—
157/158	Bombay/Pune	79.5	81.1	—
159/160	Bombay / Mangalore	94.5	90.7	85.0
161/162	Bombay/Cochin	90.4	90.4	90.1
163/164	Bombay/Goa * .	91.2	88.3	90.0
165/166	Bombay/Cochin	72.0	74.9	—
167/168	Bombay / Delhi/Trivandrum	76.6	79.4	83.1
169/170	Bombay/Goa	84.5	82.0	74.3
171/172	Bombay/Madras	93.8	83.4	86.7
173/174	Bombay/Madras	90.6	81.9	79.0
175/176	Bombay/Calcutta	76.8	81.1	77.0
177/178	Bombay/ Goa/ Delhi	95.0	79.1	72.5
179/180	Bombay/Mangalore	88.4	85.1	78.5
181/182	Bombay/Delhi	87.3	81.5	85.6
183/184	Bombay/Delhi	85.4	76.1	81.2
185/186	Bombay/Delhi	90.9	82.6	80.4
187/188	Bombay/Delhi	77.9	76.8	71.2
189/190	Bombay/Vadodara	78.5	76.7	84.3
191/192	Bombay/Cochin	92.3	88.6	80.1
193/194	Bombay/Ahmedabad	87.1	82.1	—
195/1%	Bombay/ Varanasi / Lucknow /Bombay	84.8	—	79.9
197/198	Bombay/Calicut	88.6	—	81.0
201/202	Calcutta / Dibrugarh	86.3	73.5	64.6
203/204	Calcutta / Guwahati	71.8	—	—
205/206	Calcutta/ Ranchi	—	37.4	—
209/210	Guwahati/ Dibrugarh	—	33.6	—
212/213	Cal/Gau/Tez/Jor/Gau/Cal	65.1	73.4	75.5
215/216	Calcutta / Varanasi /Jaipur	—	36.3	—
219/220	Calcutta / Guwahati / Dimapur	74.0	66.4	72.6

Fit. No.	Route	Seat Occupancy (Seat Factor %)		
		1988-89	1989-90	1990-91
221/222	Calcutta/Bagdogra	69.5	71.8	74.3
223/224	Calcutta/Dhaka	59.8	60.9	46.2
225/226	Calcutta/ Chittagong	50.6	31.6	40.9
227/228	Guwahati/Agartala	65.7	78.4	67.3
229/230	Calcutta/ Guwahati	87.2	85.6	84.9
231/232	Calcutta/Bangkok	58.8	54.9	66.0
235/236	Calcutta /Patna / Lucknow	—	41.2	—
237/238	Calcutta /Agartala / Silchar	79.4	71.5	—
239/240	Calcutta/ Guwahati/Dimapur	76.3	—	—
241/242	Calcutta / Agartala	89.0	91.2	90.8
243/244	Calcutta/ Agartala	81.4	82.3	86.3
245/246	Calcutta/Agartala	67.3	43.7	89.7
247/248	Calcutta / Kathmandu	68.9	51.7	68.8
249/250	Calcutta/ Guwahati	54.7	—	—
251/252	Kathmandu / Varanasi	64.5	56.9	—
255/256	Calcutta / Silchar / Imphal	87.7	83.2	85.3
257/258	Calcutta /Guwahati / Imphal	—	54.6	—
259/260	Silchar/Imphal	56.8	40.6	—
261/262	Calcutta/Delhi	58.3	58.7	—
263/264	Calcutta/Delhi	85.7	82.6	84.0
265/266	Calcutta/Madras	86.3	88.9	90.0
269/270	Calcutta / Bhubaneswar /Nagpur/Hyd.	75.1	74.9	76.3
271/272	Calcutta/ Bangalore	77.8	82.0	85.7
273/274	Calcutta/Bangalore	87.9	85.2	82.3
277/278	Calcutta /Hyderabad	56.6	68.1	64.9 .
281/282	Calcutta / Varanasi / Gorakhpur / Calcutta	75.9	48.8	—
285/286	Calcutta/Port Blair	63.2	60.9	60.2
287/288	Calcutta/Port Blair/Car Nico Bar	57.4	52.8	54.5
295/296	Calcutta/ Pat / Lko / Amd/ Bombay	71.9	73.3	—
401/402	Delhi/Calcutta	87.0	84.3	85.7
403/404	Delhi/Bangalore	89.4	82.9	90.0
405/406	Delhi/Bombay	89.5	88.9	92.8
407/408	Delhi/Agra/Khajuraho/Varanasi	63.4	68.7	71.4
409/410	Delhi / Luck / Patna/ Ranchi / Cal	74.5	71.6	76.6
411/412	Delhi/Chandigarh	76.1	65.1	31.4
413/414	Delhi /Kathmandu	69.1	56.9	61.6
/415	Delhi / Gorakhpur/ Patna /Delhi	43.9	40.0	58.5
/417	Delhi / Ahmedabad / Vadodara / Delhi	53.3	67.9	87.6
419/420	Delhi / Bhopal / Nagpur	54.6	67.2	—
421/422	Delhi/Chand/Amrit/Jammu/ Srinagar	79.5	64.9	75.5
423/424	Delhi/Amritsar/Jammu/ Srinagar	77.5	68.9	—
425/426	Delhi/Srinagar	89.3	82.6	41.2
427/428	Delhi/Srinagar	91.1	73.8	77.6

Fit. No.	Route	Seat (Seat	Occupancy Factor (%)	
		1988-89 1989-90	1990-91	
429/430	Delhi/Srinagar	64.7	66.7	60.9
433/434	Delhi/ Gwalior/ Bhop/ Indore /Bom	70.9	68.7	68.5
435/436	Delhi/Lucknow	71.7	75.9	68.8
437/438	Delhi/Srinagar	84.7	87.1	—
439/440	Delhi/Hyderabad	80.0	77.1	84.7
441/442	Delhi/Karachi	76.0	71.1	59.4
443/444	Delhi/Calcutta/Dhaka	77.1	67.3	—
445/446	Jaipur/Bombay	78.1	83.5	76.2
447/448	Delhi/Bhubaneshwar/Port Blair	—	47.7	—
449/450	Delhi/Pune	72.2	82.0	76.9
451/452	Delhi/Kabul	63.6	75.5	74.2
457/458	Delhi/Madras	86.8	85.8	—
459/460	Delhi / Bhopal/ Indore	41.5	37.5	58.9
461/462	Delhi / Ahmedabad	80.9	84.6	78.9
463/464	Jammu/Srinagar	95.9	83.5	—
465/466	Delhi/Kanpur/Allahabad/Delhi	66.3'	50.8	41.6
467/468	Delhi/Goa/Cochin	77.6	71.8	72.0
469/470	Delhi/Nagpur	55.3	46.3	69.4"
471/472	Delhi/Srinagar	—	75.1	—
473/474	Delhi/Jaipur/ Udaipur	47.2	79.5	—
475/476	Delhi/Udaipur	—	45.2	—
/477	Delhi/Raipur/Bhubaneshwar/ Delhi	63.3	69.9	71.3
/479	Delhi /Bagdogra / Guwahati /Delhi	70.1	77.1	85.9
481/482	Chandigarh/Leh	58.0	57.6	59.5
483/484	Delhi/Leh	48.0	47.3	49.7
485/486	Delhi / Allahabad / Patna/ Varanasi	55.1	45.3	—
487/488	Delhi/Patna	66.2	66.3	62.1
489/490	Delhi /Bagdogra/ Guwahati / Dibrugarh	82.1	77.6	76.9
491/492	Delhi/Jai/Jod/Udi/Aurangabad/ Bom	78.6	74.7	73.9
493/494	Delhi/Jai/Jod/Ahmedabad/Bom	79.9	75.1	68.3
495/496	Delhi/Varanasi	91.0	73.3	68.8
497/498	Delhi / Varanasi /Bhubaneshwar / Delhi	76.5	71.4	70.5
/499	Delhi / Agra/ Varanasi / Delhi	—	69.9	68.4
/501	' Madras/Trichy/Madurai/Madras	76.8	80.8	74.2
503/504	Madras/Bangalore	66.3	79.6	73.9
505/506	Madras/ Bangalore	—	56.6	76.5
507/508	Trivandrum / Colombo	73.8	59.5	—
509/510	Madras/ Bangalore	84.8	83.0	85.0
511/512	Madras/Bangalore	79.9	86.4	59.3

Fit. No.	Route	Seat (Seat 1988-89	Occupancy Factor ' %) 1989-90	1990-91
513/514	Madras/Bangalore	76.6	80.6	41.9
515/516	Bangalore / Hyderabad	68.6	75.0	87.3
517/518	Bangalore / Pune / Goa	67.4	68.5	84.0
519/520	Tirupati / Hyderabad	81.7	75.4	—
523/524	Bangalore/Goa	76.4	59.9	60.8
525/526	Bangalore / Hyderabad	62.3	70.3	—
527/528	Hyderabad /Bombay	49.4	—	—
529/530	Madras / Cochin / Trivandrum	77.4	77.3	76.1
531/532	Madras / B angalore / Cochin	—	19.3	76.5
533/534	Madras/ Bangalore / Coimbatore	79.3	80.3	75.6
535/536	Madras/Cochin	88.7	68.9	58.3
537/538	Bangalore / Cochin	—	—	73.0
539/540	Madras/Delhi	82.3	81.2	79.2
541/542	Madras / Vizag/ Calcutta	77.7	76.2	78.1
543/544	Vijyawada/ Hyderabad	50.9	48.6	—
547/548	Madras / Tirupati / Vijyawada / Hyd	75.8	67.6	—
549/550	Madras/Port Blair	61.9	62.6	50.6
551/552	Madras / Bangalore / Ahmedabad	85.9	85.2	76.7
553/554	Hyderabad/ Bangalore	92.9	86.3	—
555/556	Madras / Singapore	50.3	44.0	66.4
559/560	Bangalore / Mangalore	77.2	73.6	39.9
561/562	Hyderabad/Vizag	67.1	67.9	65.0
563/564	Trivandraum/ Male	73.2	70.9	78.6
567/568	Hyderabad/Delhi	—	57.4	61.5
569/570	Hyderabad / Vizag	87.9	—	—
573/574	Madras/ Colombo	58.5	55.2	79.5
575/576	Coimbatore / Bombay	73.8	64.7	—
577/578	Trichy/Colombo	57.0	45.2	58.6
579/580	Bangalore / Madurai	57.1	44.8	—
585/586	Colombo / Bombay	59.8	52.8	59.0
591/592	Hyderabad / Pune / Ahmedabad	66.6	—	—
593/594	Madras/ Bombay	76.1	58.8	77.8
595/596	Coimbatore / Bombay	90.9	83.2	82.2
597/598	Cochin /Bombay	77.1	—	97.5
601/602	Bombay / Bangalore	' —	—	92.4
603/604	Bombay / Ahmedabad	—	55.7	89.8
605/606	Bombay/ Bangalore	—	78.4	81.4
607/608	Bombay/Bangalore	—	—	86.6
613/614	Bombay / Ahmedabad	—	90.2	76.5
615/616	Bombay / Ahmedabad	—	86.6	—
617/618	Bombay / Hyderabad	—	90.2	78.2
619/620	Bombay / Hyderabad	—	78.5	76.7
629/630	Bombay/Nagpur	—	77.8	60.9
655/656	Bombay/Calicut	—	70.2	—

Fit. No.	Route	Seat Occupancy i (Seat Factor %)		
		1988-89	1989-90	1990-91
663/664	Bombay/Goa	—	81.2	74.5
665/666	Bombay/Goa	—	70.2	—
669/670	Bombay/Goa	—	96.5	81.7
671/672	Bombay/Madras	—	—	83.4
673/674	Bombay/Madras	—	92.1	—
687/688	Bombay/Delhi	—	81.3	—
701/702	Calcutta/ Guwahati	—	70.1	—
703/704	Calcutta/ Guwahati	—	69.9	—
727/728	Calcutta/ Guwahati	—	—	77.4
729/730	Calcutta / Guwahati	—	—	72.7
741/742	Calcutta / Agartala	—	80.8	—
743/744	Calcutta / Agartala	—	79.8	76.7
763/764	Calcutta/Delhi	—	69.2	—
765/766	Calcutta/Madras	—	82.9	76.7
771/772	Calcutta/ Bangalore	—	67.8	55.0
803/804	Delhi / B angalore / Trivandrum	—	75.7	—
805/806	Delhi/Bombay	—	78.2	89.0
807/808	Delhi/Bombay	—	77.5	92.0
809/810	Delhi /Lucknow	—	54.7	—
813/814	Delhi / Kathmandu	—	69.5	57.1
817/818	Delhi/Bombay	—	91.2	—
825/826	Delhi/Srinagar/Delhi	—	75.8	—
831/832	Delhi/Lahore	—	35.8	25.5
835/836	Delhi / Lucknow /Delhi	—	62.7	—
839/840	Delhi / Hyderabad	—	—	73.9
841/842	Delhi /Karachi	—	32.8	25.8
843/844	Delhi/Calcutta/Dhaka	—	7.6	—

Fit. No.	Route	Seat (Seat	Occupancy Factor %)	i
		1988-89	1989-90	1990-91
861/862	Delhi / Ahmedabad	—	60.7	96.0
867/868	Delhi / Goa / Trivandrum	—	70.8	—
889/890	Delhi/Guwahati	—	68.6	48.0
903/904	Madras / Bangalore	—	80.7	—
905/906	Madras/Bangalore	—	30.7	—
915/916	Bangalore / Hyderabad	—	86.4	74.8
917/918	Madras/ Hyderabad	—	73.8	69.8
919/920	Hyderabad/ Bombay	—	—	84.6
927/928	Hyderabad / Bombay	—	—	69.6
939/940	Madras/ Hyderabad	—	76.7	60.9

Import of Penicillin

4488. SHRI BHUBANESWAR KALITA: Will the Minister of COMMERCE be pleased to state:

(a) whether Govemment have liberalised its economic policies;

(b) if so, what are the reasons therefor;

(c) whether C.C.I & E. is forcing units to lift indigenous penicillin from Public Sector Units at three times of international price before being issued import licence for SO per cent at nil rate of customs duty for manufacuture of semi Synthetic Penicillin;

(d) what are the reasons that fiscal measures are not taken into account by way of customs duties, Exim Scrips to boost production in view of liberalised conditions; and

(e) what is the reaction of Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF COMMERCE (SHRI P. CHIDAMBARAM): (a) to (e) The new Export and Import Policy effective from April, 1992 is under formulation. It is premature to furnish any details thereof at this stage.

Import of Writing Instruments

4489. SHRI ASHOK NATH VERMA: Will the Minister of COMMERCE be pleased to state:

(a) what are the details of the imports of writing instruments and Hi-tech pen points being made by India's largest manufacture of writing instruments M/s. Luxer Pen Company, Okhla Industrial Estate, New Delhi and Foreign Exchange involved /incurred during the last three years, year-wise;

(b) whether Government have ascertained that import made by the said company is in order;

(c) if so, what are the details thereof;

(d) whether Government propose to ascertain that the items which company has imported from hard currency areas are available at half the price from rupees payment area countries; and

(e) if so, what is Government's reaction thereto?